Transportation Concept Report

State Route

September 2000

District 3
Office of Advance and System Planning

State Route 49

Transportation Concept Report

2000 through 2020

by
Caltrans District 3
Office of Advance and System Planning

September 2000

APPROVAL RECOMMENDED:

Jody E. Lonergan

JODY E. LONERGAN
North Region Environmental and
District 3 Planning Division Chief

9/30/00

DATE

Irene T Itamura

IRENE T. ITAMURA
District Director
District 3, Marysville

10/5/00

DATE

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Maps and Tables

Transportation Concept Report

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Background:

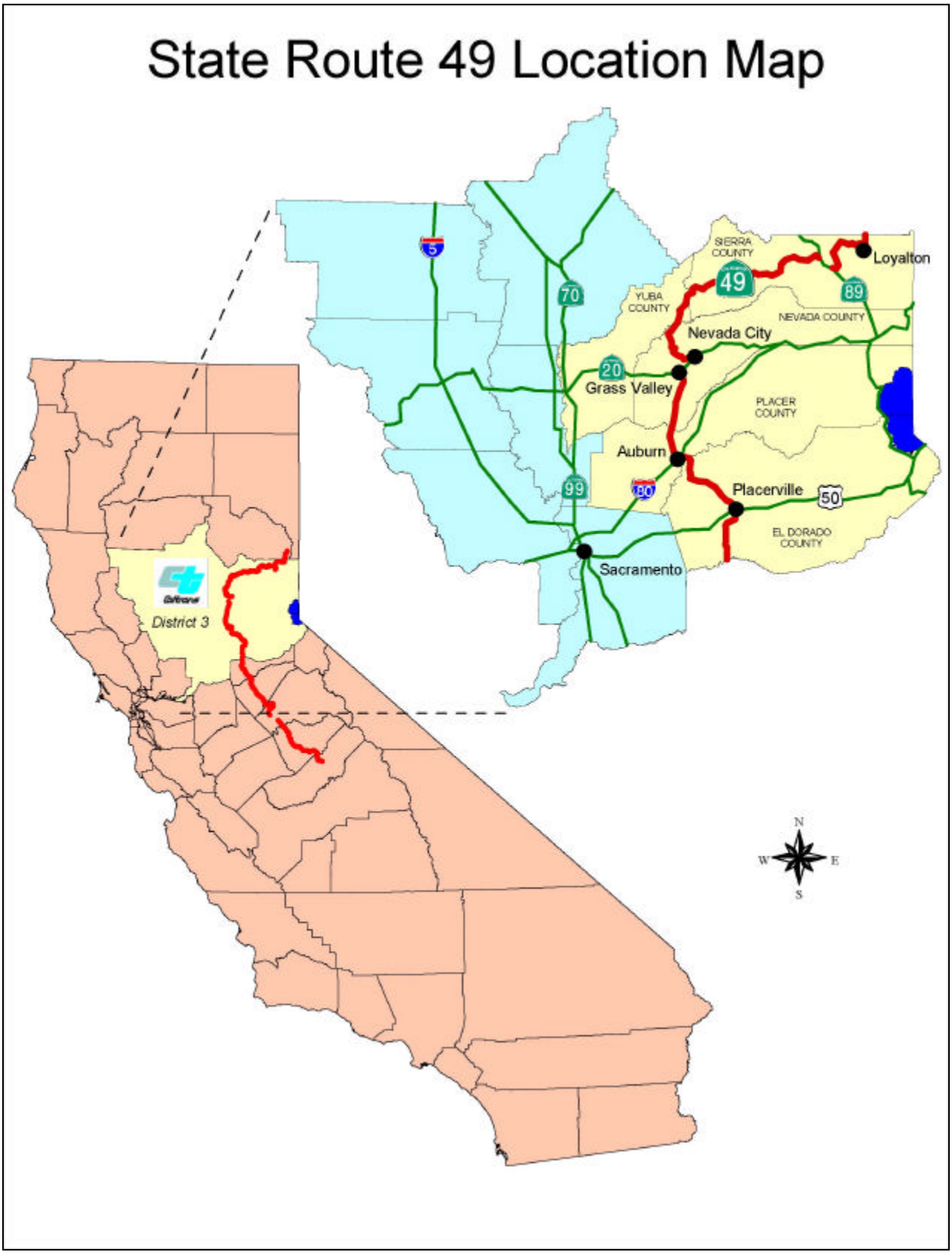
The Transportation Concept Report (TCR) is a Caltrans long-term planning document that evaluates the conditions of a given State highway, and establishes a concept – a vision -- of what that highway should look like at the end of the twenty-year planning period and includes the improvements necessary to achieve this concept. In addition to the twenty-year concept, the TCR also looks at the ultimate concept by examining the corridor's needs beyond the twenty-year planning period. However, forecasting beyond twenty years is difficult because of the potential for changes in land use zoning, unknown funding constraints, and other variables; therefore, any concept identified as "ultimate" must be considered speculative and should be used cautiously.

The TCR documents the planning strategies of the long-range plans identified by the Regional Transportation Planning Agencies and Metropolitan Planning Organizations within a given State highway corridor. As State highway routes often pass through several regional planning agencies' jurisdictions, the TCR assimilates the regional strategies and consolidates these strategies into one corridor-specific document. The Draft of this TCR was circulated among all cities, counties, regional transportation planning agencies and other interested parties in the SR 49 corridor. Comments have been incorporated into this final report.

Format:

The format for the TCR has changed from a previously narrative report to a more concise database-oriented format. This new format was designed to streamline information and to better provide a usable, up-to-date platform allowing for easy computerized access of Caltrans District 3 System Planning information. When completed, the Fact Sheet database will be made available to our transportation planning partners via the Internet.

Included in this format is the California Natural Diversities Database (CNDDB) information, which identifies the status of habitats and species found within 300 meters of centerline of the existing highway facility. This CNDDB information does <u>not</u> represent all environmental constraints within a given corridor. A complete assessment of environmental constraints can only be determined through a detailed environmental study, such as an Environmental Impact Report or Study.


State Route 49 Location Map
SIERRA COUNTY
Loyalton
49
89
YUBA COUNTY
NEVADA COUNTY
Nevada City
70
20
Grass Valley
PLACER COUNTY
Auburn
99
80
Placerville
50
EL DORADO COUNTY
Sacramento
5
District 3
N
W
E
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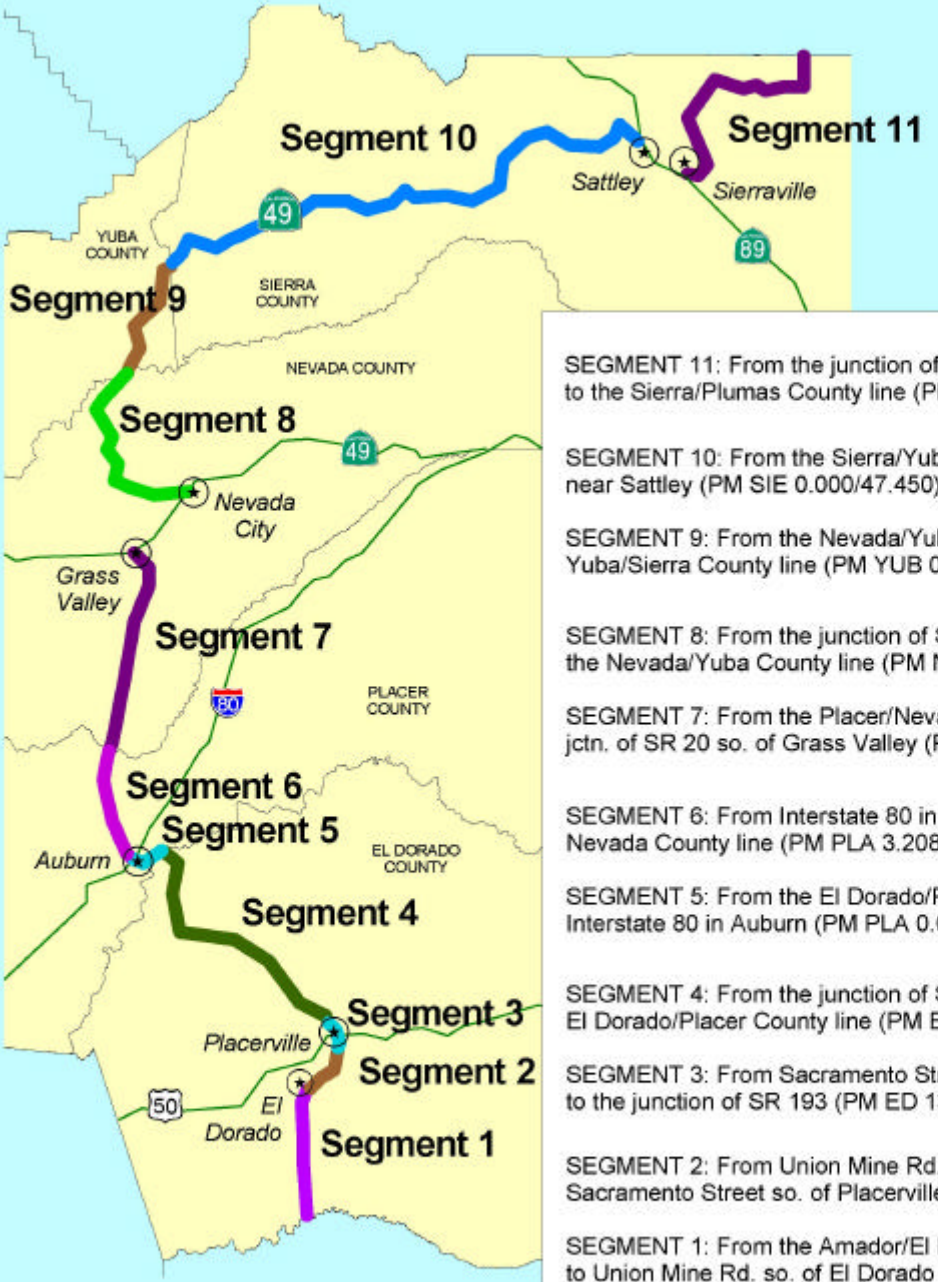
State Route 49 Segments



SEGMENT 11: From the junction of SR 89 near Sierraville to the Sierra/Plumas County line (PM SIE 47.450/64.047)

SEGMENT 10: From the Sierra/Yuba County line to SR 89 near Sattley (PM SIE 0.000/47.450)

SEGMENT 9: From the Nevada/Yuba County line to the Yuba/Sierra County line (PM YUB 0.000/9.372)

SEGMENT 8: From the junction of SR 20 in Nevada City to the Nevada/Yuba County line (PM NEV 15.062/32.637)

SEGMENT 7: From the Placer/Nevada County line to the jctn. of SR 20 so. of Grass Valley (PM NEV 0.000/14.475)

SEGMENT 6: From Interstate 80 in Auburn to the Placer/ Nevada County line (PM PLA 3.208/11.373)

SEGMENT 5: From the El Dorado/Placer County line to Interstate 80 in Auburn (PM PLA 0.000/3.208)

SEGMENT 4: From the junction of SR 193 to the El Dorado/Placer County line (PM ED 15.685/38.233)

SEGMENT 3: From Sacramento Street south of Placerville to the junction of SR 193 (PM ED 13.984/15.685)

SEGMENT 2: From Union Mine Rd. south of El Dorado to Sacramento Street so. of Placerville (PM ED 9.494/13.984)

SEGMENT 1: From the Amador/El Dorado County line to Union Mine Rd. so. of El Dorado (PM ED 0.000/9.494)

State Route 49 Concept Summary

Segment	Post Mile	Post Kilometer	Current Facility	LOS	Concept Facility	LOS	Improvements Towards Concept Facility	Ultimate Facility
1 ED	0.000/ 9.494	0.000/ 15.276	2C	E	2C	F	Widen to 40' standard	2C
2 ED	9.494/ 13.984	15.276/ 22.500	2C	E	2C	E	Widen to 40' standard	2/4 E
3 ED	13.984/ 15.685	22.500/ 25.237	2C	F	2C	F	Improve capacity and operations at SR 49/US 50 junction	2/4 E
4 ED	15.685/ 38.233	25.237/ 61.517	2C	E	2C	E	Widen to 40' standard	2/4 E
5 PLA	0.000/ 3.208	0.000/ 5.162	2/4 C	F	2/4 C	F	Widen to 40' standard; add northbound climb/passing lane	2/4 E
6 PLA	3.208/ 11.373	5.162/ 18.299	2/4 C/E	D	6E, 5C	E	Widen to six lanes to Dry Creek Rd.; interim spot improvements	6E, 5C
7 NEV	0.000/ 14.475	0.000/ 23.290	2C, 4F	E	5C, 4F	D	Widen to 4 lanes with a continuous left-turn lane	5C, 4F
8 NEV	15.062/ 32.637	24.235/ 52.513	2C	E	2C	F	Widen shoulders, install passing lanes, improve curves	2C
9 YUB	0.000/ 9.372	0.000/ 15.080	2C	D	2C	D	Widen shoulders, install passing lanes, improve curves	2C
10 SIE	0.000/ 47.450	0.000/ 76.347	2C	E	2C	D	Widen shoulders, install passing lanes, improve curves	2C
11 SIE	47.450/ 64.047	76.347/ 103.052	2C	A	2C	D	Widen to 40' standard; construct passing lanes	2C

Concept Rationale

The route concepts discussed in this report are based on several factors. In general, the Intermodal Surface Transportation Efficiency Act and Senate Bill (SB) 45 significantly changed the way Caltrans plans and selects transportation system improvements and roadway changes. SB 45 gave local and regional planning agencies the majority, seventy-five percent, of State Transportation Improvement Program (STIP) funds along with great latitude on use of the funds. On the other hand, Caltrans was given twenty-five percent of STIP funds, with the direction that these funds only be used for interregional transportation projects. To determine where these interregional projects should be located, Caltrans developed the Interregional Transportation Strategic Plan (ITSP), which defines the most important interregional routes from a statewide perspective.

Within Caltrans District 3, the ITSP identifies the portion of SR 49 between Interstate 80 in Auburn and State Route 20 in Grass Valley as a High-Emphasis Focus Route, and as a high-

growth rural and recreational route. As a result, this stretch of SR 49, discussed in segments 6 and 7 of this Transportation Concept Report (TCR), is where Caltrans intends to focus resources in the corridor. However, all of SR 49 is of interest to Caltrans and as such strategies to facilitate the movement of people and goods are suggested in all segments of this TCR, without regard to whom should pay for what. These suggestions are made knowing that while funding legislation can change at any time, mobility needs may not. These suggestions also let local and regional jurisdictions know what Caltrans' position is in order to aid their decision-making process when contemplating improvement strategies or initiating any studies of the SR 49 corridor.

As discussed in this TCR, the concept for SR 49 between I-80 in Auburn and SR 20 in Grass Valley is to add additional through and turn lanes and do interim spot improvements to facilitate through vehicular traffic.

Because the majority of the remainder of State Route 49 has unique historical and topographical constraints, the possibility of significantly widening the roadway in most areas is precluded. In addition, it is recognized that widening roads in general is not necessarily the best way to facilitate mobility in any given location. As such, the concept for SR 49 between the Amador/El Dorado County line and I-80 in Auburn and between SR 20 in Nevada City and the Sierra/Plumas County line just north of Loyalton is to leave the roadway as a two- or four-lane conventional highway, with suggestions for widening shoulders where feasible, constructing passing lanes in some spots, and improving pedestrian and bicycle mobility and safety.

As stated in the Background discussion, the Draft of this TCR was circulated among all cities, counties, regional transportation planning agencies and other interested parties in the SR 49 corridor. Caltrans appreciates the time our partners took to provide comments and corrections, which have been incorporated into this final report.

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Tom Neumann, Chief
Office of Advance and System Planning

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	**Route:**	49	**PM Ahead**	0.000
PKm Back	15.279	**Segment Number:**	1	**PM Back**	9.494
Distance [km]:	15.279	**County:**	El Dorado	**Distance [mi]:**	9.494

FROM THE AMADOR/EL DORADO COUNTY LINE TO
UNION MINE ROAD (SOUTH OF THE TOWN OF EL DORADO)

Concept Summary

Present Facility:

2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

2-lane conventional highway.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	F

County General Plan:	El Dorado
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
El Dorado -Unincorporated - Refer to county general plan for LOS standard		

Transportation Concept Improvements

Widen to 40-foot standard where possible.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Description - Rationale - General Comments

This segment of State Route 49 is a two-lane conventional highway with narrow, nine and ten-foot-wide travel lanes, narrow or no shoulders and few passing opportunities, although there are sporadic turn-outs. The road has many horizontal curves, some with speed advisories as low as 15 mph, and offers spectacular views of the Sierra Nevada mountains. The Cosumnes River is directly east of the roadway.

This segment is a primary transportation corridor for the county. Commuters use the roadway in large part to reach US 50 in or near Placerville to the north, while substantial amounts of

recreational traffic use the roadway to reach wineries, historical locations, parks, ski resorts, and other locations. Population forecasts for the county suggest significant cumulative traffic impacts to the roadway if current land use patterns continue.

Land Use

Land use along the corridor consists of small rural communities and low-density residential development. There are also agriculture, grazing, and timber uses. These land uses are expected to remain about the same over the next twenty years.

Modal Options

None.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.05
Avg. Shoulder Width:	0.61
Number of Lanes:	2

General Comments:

Right of way is very narrow along this segment, particularly around the Nashville area.

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1998 1998 SHOPP (Funding document)	Rehabilitate roadway from PM 0.00 to PM 9.8, El Dorado St. (in segment 2). Program Year: 00/01.

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	6496	650	0.62	E	
2010	9976	998	1.16	F	
2020	13456	1346	1.55	F	

Traffic Data

Peak Period Direct Split: 59%

% Traffic Growth Per Year: 1%

Land-Use Data

Land Use Zone: Rural Res. Commercial

Terrain: Rolling

Future-20yr. Land Use: Medium Density Res. Commercial

Accident Data

Total Accident Rate: 105%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 91%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	8.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	5.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: El Dorado County APCD
2850 Fairlane Ct., Bldg. C
Placerville, CA 95667-4100
(530) 621-6662

RTPA/ MPO: El Dorado County Transportation Commission
550 Main St., Suite C
Placerville, CA 95667
(530) 642-5260

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	15.279	**Route:**	49	**PM Ahead**	9.494
PKm Back	22.505	**Segment Number:**	2	**PM Back**	13.984
Distance [km]:	7.226	**County:**	El Dorado	**Distance [mi]:**	4.490

FROM UNION MINE ROAD SOUTH OF EL DORADO TO
SACRAMENTO STREET SOUTH OF PLACERVILLE

Concept Summary

Present Facility:

2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

Access-controlled facility between El Dorado and Auburn on new alignment.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	E

County General Plan:	El Dorado
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Diamond Springs		
-Unincorporated - Refer to county general plan for LOS standard		
El Dorado		
-Unincorporated - Refer to county general plan for LOS standard		

Transportation Concept Improvements

Widen to 40-foot standard where possible.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

In the town of Diamond Springs the road will be realigned slightly to the west of Diamond Road to line up with Fowler Lane, with the addition of a traffic signal and turn lanes.

Ultimately, consideration should be given to the implementation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Increase safety and mobility for pedestrian and bicycle traffic.

Description - Rationale - General Comments

The second segment of SR 49 begins at Union Mine Road in El Dorado County, courses through the small towns of El Dorado and Diamond Springs, and ends just inside the Placerville city limit at Sacramento Street. The roadway has some residential development with signalization and left turn pockets. Within the towns of El Dorado and Diamond Springs are numerous at-grade crossings and driveways. Commercial establishments built very close to the roadway and on-street parking contribute to the narrowness of the roadway and limit the ability to widen it. As the road approaches Placerville, the alignment becomes increasingly winding, with speed advisories as low as 15 mph, with little or no shoulders and numerous driveway accesses. Commuters use the roadway in large part to reach US 50, while substantial amounts of recreational traffic use the roadway to reach wineries, historical locations, parks, ski resorts, and other locations in the "gold country" along the Sierra Nevada foothills.

In the town of Diamond Springs, SR 49 makes a left turn onto Diamond Road and continues north towards Placerville. During the afternoon peak hour, the queue of cars can reach 1/2 mile at Diamond Road. As a result, drivers have difficulty turning onto SR 49 and resort to taking circuituous routes around town to avoid this intersection. To address this problem, the El Dorado County Dept. of Transportation (DOT) is planning to realign SR 49 slightly to the west to line up with Fowler Lane, and add a traffic signal and turn lanes. Construction is expected to begin in 2000.

El Dorado County DOT is also pursuing upgrading, extending and realigning Missouri Flat Road to join the new alignment of SR 49 and Fowler Lane to connect SR 49 with US 50, just west of Placerville. The intention is to develop a high-capacity route that will direct commuter traffic onto US 50 and away from the historic business district in Diamond Springs and the existing Pleasant Valley Road/SR 49/Diamond Road intersection. State Route 49 between that intersection and Placerville should also benefit from the diversion of through traffic.

Land Use

Although zoned primarily for rural residential use, the towns of El Dorado and Diamond Springs are experiencing a substantial increase in low to medium density residential development. Population growth along this segment is expected to continue with high-density residential, industrial, and commercial land uses becoming more common.

Modal Options

None.

Future Right of Way

The existing roadway is quite narrow, and is built along unstable hills in many areas. As a result, a parallel corridor may prove more realistic than doing extensive widening on SR 49.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Life Line Route**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.05
Avg. Shoulder Width:	0.30
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1998 1998 SHOPP (Funding document)	Rehabilitate roadway from PM 0.00 (in segment 1) to PM 9.8, El Dorado St. Program Year: 00/01.
2000 2000 10-Yr. SHOPP (Planning document)	Rehabilitate roadway. PM 0.00/14.1 (segments 1 - 3). Program year: 2004.

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	13936	1300	0.072	E	
2010	16616	1550	0.88	E	
2020	19296	1800	1.03	F	

Traffic Data

Peak Period Direct Split: 55%

% Traffic Growth Per Year: 2%

Land-Use Data

Land Use Zone: Low-density Res./Commercial

Terrain: Rolling

Future-20vr. Land Use: Low-density Res./Commercial

Accident Data

Total Accident Rate: 131%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 133%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	6.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	4.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: El Dorado County APCD
2850 Fairlane Ct., Bldg. C
Placerville, CA 95667-4100
(530) 621-6662

RTPA/ MPO: El Dorado County Transportation Commission
550 Main St., Suite C
Placerville, CA 95667
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Air Quality

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Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	22.505	**Route:**	49	**PM Ahead**	13.984
PKm Back	25.243	**Segment Number:**	3	**PM Back**	15.685
Distance [km]:	2.737	**County:**	El Dorado	**Distance [mi]:**	1.701

FROM SACRAMENTO STREET SOUTH OF PLACERVILLE
TO THE JUNCTION OF SR 193/ SR 49

Concept Summary

Present Facility:

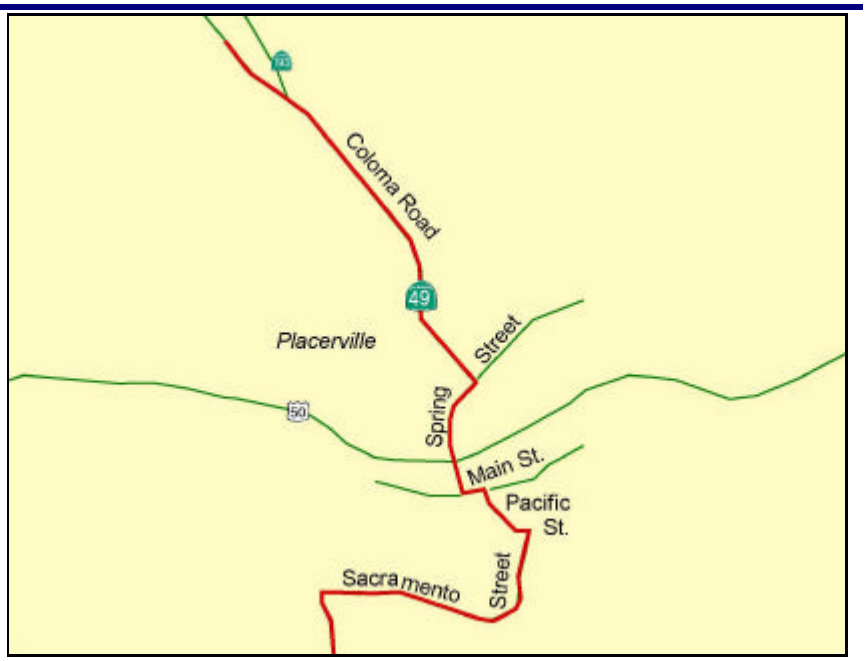
2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

Access-controlled facility between El Dorado and Auburn on new alignment.



Level of Service (LOS)

Present LOS:	F
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	F

County General Plan:	El Dorado
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Placerville	1989	E

Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitiation will ocur as needed.

Ultimately, consideration should be given to the implementation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Improve capacity and operations at the intersection of SR 49 and US 50 while incorporating elements to increase safety and mobility for pedestrians and bicyclists.

Description - Rationale - General Comments

This segment of SR 49 travels through the City of Placerville and, as Sacramento Street, is the western border of its downtown area. As a city street within the city limits of Placerville, SR 49 is a narrow, winding urban street that courses through town on Sacramento Street, heads northwest on Pacific Street, heads west for a very short distance on Main Street, then continues

north on Spring Street, where it crosses US 50, and finally continues northwesterly on Coloma Street. Visibility is hampered due to the the rugged shape of the land, the winding nature of the alignment, the notably heavy amount of traffic this segment carries, and on-street parking in some areas. As a city street, there are numerous signalized intersections, side streets, and driveways on this segment, which also has no shoulders. The intersection of SR 49 and US 50 regularly experiences long delays, blocking nearby streets and intersections.

According to the Department of Finance, El Dorado County's population is projected to increase by 76% by the year 2015, with a large percentage of this growth occurring in the Placerville area. Given that this segment of SR 49 is already over-burdened, regional priorities may require a realignment that bypasses Placerville. A feasibility study for a bypass should identify how many of the trips on SR 49 through Placerville are through trips, and how many are local in nature.

The California Transportation Commission adopted a new alignment for SR 49 between US 50 and Auburn in Placer County in response to the possibility at the time of a new dam in Auburn. The realigned segment in the vicinity of this TCR segment is from US 50 near the El Dorado County Fairgrounds to 0.5 mile west of the South Fork of the American River. This alignment was originally adopted as a freeway but was later redesignated a controlled-access highway.

Land Use

This segment of SR 49 passes through the City of Placerville's central business distric, where land use is commercial and medium-density residential. Placerville is the county seat for El Dorado County, and is a major commercial and tourism focus for the county.

Modal Options

El Dorado Transit: provides general public transit service and offers scheduled fixed-route service, daily commute service to Sacramento, and Dial-A-Ride service in Placerville.

Placerville Area Shuttle Service (PASS) & PASS Express: operated by El Dorado Transit.

Trolley: runs between November 20th and December 23rd, in Placerville.

Greyhound Bus Lines: From the depot in Placerville, service to Sacramento and South Lake Tahoe is provided daily.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Principal Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.05
Avg. Shoulder Width:	0.00
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

2000 2000 10-Yr. SHOPP (Planning document)	Rehabilitate roadway. PM 0.00/14.1 (segments 1 - 3). Program year: 2004.
2000 2000 10-Yr. SHOPP (Planning document)	Seismic work on structure at PM 23.990. Program year: 2004.

Projects Programmed (RTIP/ STIP/SHOPP)

1999 1999 MTIP (SACOG)	Capacity and operational improvements at the intersection of SR 49 and US 50. Fully funded. Begin 2001.

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	17640	1200	1.34	F	
2010	32340	2200	2.37	F	
2020	47040	3200	340	F	

Traffic Data

Peak Period Direct Split: 55%

% Traffic Growth Per Year: 5%

Land-Use Data

Land Use Zone: Commercial/Residential
rESIDENTIAL

Terrain: Mountainous

Future-20vr. Land Use:

Accident Data

Total Accident Rate: 149%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 54%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	6.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	4.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

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Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	25.243	**Route:**	49	**PM Ahead**	15.685
PKm Back	61.530	**Segment Number:**	4	**PM Back**	38.233
Distance [km]:	36.287	**County:**	El Dorado	**Distance [mi]:**	22.548

FROM THE JUNCTION OF SR 49/193 TO
THE EL DORADO / PLACER COUNTY LINE

Concept Summary

Present Facility:

2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

Access-controlled facility between El Dorado and Auburn on new alignment.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	E
20 yr. Concept LOS:	E

County General Plan:	El Dorado
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Coloma		
-Unincorporated - Refer to county general plan for LOS standard		

Transportation Concept Improvements

Widen to 40-foot standard where possible.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Ultimately, consideration should be given to the implementation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Description - Rationale - General Comments

As with the previous segments, this segment of SR 49 is narrow, has minimal shoulders, and winds its way through hilly terrain from the City of Placerville northwest to Pilot Hill, through the small historic community of Coloma, then north through Cool. Coloma is home to Marshall Gold Discovery State Historic Park, site of the discovery of gold in 1848, which is bisected by SR 49. The community would like to promote recreational opportunities of the area, particularly rafting

on the American River, and would like to add left turn lanes at Marshall Road and Lotus Road, near the bridge over the American River to accommodate vehicular traffic. However, pedestrian safety and convenience must be allowed for when considering any road work, particularly any type of road-widening activity such as lane additions. A bypass of the park or a dedicated pedestrian crossing should be considered as vehicular traffic volumes increase.

At the junction of State Routes 49 and 193 in Cool, a mixed-use project named Cool Village (described in the Land Use section for this segment) is being proposed and will add a significant amount of traffic to this segment of SR 49. As mitigations, the developer will install a traffic signal at the intersection of SR 49 and 193 and possibly a northbound right-turn lane, and will incorporate the County's proposed Trans-County Route Bikeway. As with any type of road widening, pedestrian safety and convenience should also be incorporated into the design.

The California Transportation Commission adopted a new alignment for SR 49 between US 50 and Auburn in Placer County in response to the possibility at the time of a new dam in Auburn. The realignment segments, all in the vicinity of this TCR segment, are as follows:

1. From US 50 near the El Dorado County Fairgrounds to 0.5 mile west of the South Fork of the American River. This was originally adopted as a freeway but was later redesignated a controlled-access highway (adopted alignment);

2. From 0.5 mile west of the South Fork of the American River to 0.7 mile south of SR 193 at Cool (route adoption by resolution only - no actual alignment adopted);

3. From 0.7 mile south of SR 193 at Cool to Auburn-Folsom Road in Placer County (adopted alignment).

Land Use

Limited road access, increasing slope and few public services have determined the development pattern of this area. Towards the beginning of this segment there is a significant amount of residential development, which is close enough to the highway to make widening the roadway difficult. There are pockets of low-density development located along arterial roads with large farms and ranches located in the less accessible areas.

Between Cool and Auburn, SR 49 travels through Auburn State Recreation Area, which is made up of land in the American River Canyon that was set aside for the Auburn Dam and which offers a variety of recreational opportunities to over 500,000 visitors each year.

A mixed-use development along SR 49 south of and adjacent to SR 193 is currently being proposed. The project includes 206,950 square feet of retail, commercial, light industrial and office space.

Modal Options

There is a Park & Ride lot with 14 paved spaces at the southeast corner of SR 49 and 193.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.35
Avg. Shoulder Width:	0.61
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

2000 2000 10-Yr. SHOPP (Planning document)	Rehabilitate roadway PM 15.7/38.233. Program year: 2004.
2000 2000 10-Yr. SHOPP (Planning document)	Cool to Placer Co. line (PM 34.4/38.2) Improve climbing lanes. Program year: 2002.

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	4816	448	0.36	E	
2010	7396	688	0.054	E	
2020	9976	928	0.072	E	

Traffic Data

Peak Period Direct Split: 64%

% Traffic Growth Per Year: 6%

Land-Use Data

Land Use Zone: Rural Residential

Terrain: Rolling

Future-20vr. Land Use: Low/Medium Density Residential

Accident Data

Total Accident Rate: 94%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 78%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	10.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	7.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: El Dorado County APCD
2850 Fairlane Ct., Bldg. C
Placerville, CA 95667-4100
(530) 621-6662

RTPA/ MPO: El Dorado County Transportation Commission
550 Main St., Suite C
Placerville, CA 95667
(530) 642-5260

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	**Route:**	49	**PM Ahead**	0.000
PKm Back	5.163	**Segment Number:**	5	**PM Back**	3.208
Distance [km]:	5.163	**County:**	Placer	**Distance [mi]:**	3.208

FROM THE EL DORAD0 / PLACER COUNTY LINE TO
INTERSTATE 80 IN AUBURN

Concept Summary

Existing Facility:

2-lane conventional hwy. to Borland Ave., 4 ln. to Center St., 2 ln. along Lincoln Way, and 5 ln. to I-80.

Concept Facility:

Same as present facility.

Ultimate Facility:

Access-controlled facility between El Dorado and Auburn on new alignment.

Level of Service (LOS)

Existing LOS:	F
20 yr. LOS - No Build	F
20 yr. Concept LOS:	F

County General Plan:	Placer
General Plan Year:	1996
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Auburn	1993	F

Transportation Concept Improvements

Widen to 40-foot standard where possible.

Construct a northbound acceleration/passing lane between the end of the bridge over the American River and PM 0.76.

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Ultimately, consideration should be given to the augmentation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Description - Rationale - General Comments

This segment of SR 49 begins where the roadway tees into El Dorado Street/Old Auburn-Foresthill Road, just past the American River bridge, and continues in a westerly direction to the

City of Auburn. The road is steep, narrow and winding. Because of this, consideration should be given to adding a northbound acceleration/passing lane between the end of the bridge over the American River and PM 0.76.

Once in Auburn, SR 49 becomes a city street with turn lanes and traffic signals. The roadway is two lanes until just past Borland Avenue. From Borland Avenue to Center Street, SR 49 has four lanes, narrows back down to two lanes along Lincoln Way, then has five lanes from where the road turns northwards onto Grass Valley Highway to I-80.

The California Transportation Commission adopted a new alignment for SR 49 between US 50 in El Dorado County and Auburn in response to the possibility at the time of a new dam in Auburn. The realigned segment in the vicinity of this TCR segment is from 0.7 mile south of SR 193 at Cool in El Dorado County to Auburn-Folsom Road.

Land Use

The first two miles of this segment are located in the Auburn State Recreation Area, which is made up of land in the American River Canyon that was set aside for the Auburn Dam and which offers a variety of recreational opportunities to over 500,000 visitors each year. Upon entering the City of Auburn, land use is urban in nature, with commercial uses dominating.

Modal Options

Gold Country Stage - operates a rixed route service between Nevada City, Grass Valley, and Auburn.

Auburn Transit - operates a deviated route schedule six days a week within the city.

Placer County Transit - operates a fixed route and a demand-responsive service between Dry Creek Road and High Street. The demand-responsive service meets ADA requirements and provides service within 3/4 mile around the fixed route. Service is available 6 days a week. Routes serve Colfax, Auburn, Lincoln, Loomis, Penryn, Rocklin, and Roseville.

Consolidated Transportation Service Agency (CTSA) - provides service to disabled or senior riders.

Amtrak - provides the Capitol Corridor rail service between Auburn and San Jose. There is also Thruway Bus service connecting Reno, Colfax, Rocklin, Roseville, Nevada City, Grass Valley, Lake of the Pines, and Auburn with the Capitol Corridor and San Joaquin trains in Sacramento.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Principal Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.66
Avg. Shoulder Width:	0.00
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

2000 2000 10-Yr. SHOPP (Planning document)	El Dorado Co. line to Auburn (PM 0.0/2.3) Improve climbing lanes. Program year: 2002.

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	14688	1428	1.08	F	
2010	16128	1568	1.18	F	
2020	17568	1708	1.29	F	

Traffic Data

Peak Period Direct Split: 61%

% Traffic Growth Per Year: 1%

Land-Use Data

Land Use Zone: Commercial/Residential

Terrain: Mountainous

Future-20yr. Land Use: Commercial/Residential

Accident Data

Total Accident Rate: 51%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 47%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	7.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	5.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Placer County APCD (DeWitt Center)
11464 "B" Ave.
Auburn, CA 95603-2603
(530) 889-7130

RTPA/ MPO: Sacramento Area Council of Governments
3000 S St., Suite 300
Sacramento, CA 95816
(916) 457-2264

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	5.163	**Route:**	49	**PM Ahead**	3.208
PKm Back	18.303	**Segment Number:**	6	**PM Back**	11.373
Distance [km]:	13.140	**County:**	Placer	**Distance [mi]:**	8.165

FROM INTERSTATE 80 IN AUBURN TO THE PLACER/NEVADA COUNTY LINE

Concept Summary

Existing Facility:

4E, divided, PM 3.2- 6.9; 4C, divided, PM 6.9- 10.2; 2C, undiv., PM 10.2- 11.1; 2E, undiv., PM 11.1-11.3.

Concept Facility:

6-lane expressway; 5-lane conventional for last 0.3 mi.

Ultimate Facility:

6-lane expressway; 5-lane conventional for last 0.3 mile.

Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	E

County General Plan:	Placer
General Plan Year:	1996
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

Transportation Concept Improvements

Widen road from four to six lanes between I-80 and Dry Creek Road. Interim spot improvements will be made, adding auxiliary lanes, turn lanes, and acceleration lanes to improve circulation until the six-lane facility is complete.

Ultimately, consideration should be given to the augmentation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Description - Rationale - General Comments

This segment of SR 49 begins just south of I-80 in the City of Auburn and continues north to the Placer/Nevada County line. There are numerous side streets, access points, and signalized intersections. This segment of SR 49 is a major arterial for through traffic from Nevada and El Dorado Counties, as well as a high-volume local roadway that serves commute traffic from Nevada County and the North Auburn area as well as traffic to the rapidly-growing commercial area along the route. In addition, this segment of SR 49 is the major route serving Grass Valley and Nevada City in Nevada County, to the north.

This segment of SR 49 has become increasingly congested with limited opportunities for widening. To improve circulation, a SR 49 bypass is being considered. The Nevada County Transportation Commission, Placer County Transportation Planning Agency and Caltrans are currently sponsoring a State Route 49 Corridor Study to analyze the feasibility of various alignments.

In the meantime, projects to increase capacity, ease congestion, and improve safety on SR 49 between I-80 and Dry Creek Road in the short term will be implemented and include adding auxiliary and acceleration lanes, turn lanes, and raised medians. In addition, the County of Placer intends to improve traffic flow on SR 49 via three connector roads: Quartz Connector, Willowcreek, and Edgewood. Any roadway changes should complement the community's wish to maintain certain aesthetic qualities in this corridor.

Although the concept facility in this segment is a six-lane expressway, such facility will not accommodate the anticipated traffic demand.

Land Use

The land use is primarily commercial. Away from the central business district, land use is more rural in nature with low to medium density residential development.

Modal Options

Gold Country Stage - operates a fixed-route service between Nevada City, Grass Valley, and Auburn.

Auburn Transit - operates a deviated route schedule six days a week within the city.

Placer County Transit - operates a fixed route and a demand-responsive service between Dry Creek Road and High Street. The demand-responsive service meets ADA requirements and provides service within 3/4 mile around the fixed route.
Consolidated Transportation Service Agency (CTSA) - provides service to disabled or senior riders.

Park and Ride Lot - SR 49 and Atwood Road; 47 spaces.

Bike Lanes - A Class II Bike Lane is proposed between Auburn and the Placer/Nevada County line.

Amtrak - provides the Capitol Corridor rail service between Auburn and San Jose. There is also Thruway Bus service connecting Reno, Colfax, Rocklin, Roseville, Nevada City, Grass Valley, Lake of the Pines, and Auburn with the Capitol Corridor and San Joaquin trains in Sacramento.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Principal Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Freeway/Expressway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	3.66
Avg. Lane Width:	3.66
Avg. Shoulder Width:	2.44
Number of Lanes:	4

General Comments:

Median is a continuous turn lane.

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1999 1999 MTP (SACOG)	Construct new 4-lane bypass from I-80 @ Bowman to SR 49 @ Dry Creek Rd. 2015.

Projects Programmed (RTIP/ STIP/SHOPP)

1998 1998 STIP	0.2 mi. south of the Nevada/Placer County line to Wolf/Combie Rd. - widen to 4 lanes with continuous left turn lane. Fully funded. Begin construction in 2002.
1998 1998 STIP & STIP Augment.	I-80 to Dry Creek Road. Safety, capacity & operational improvements. $15.5 mil.; fully funded. Begin construction in 2004.

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	48230	5618	0.82	D	All scenarios assume a 4-lane facility.
2010	61880	7208	1.05	F	All scenarios assume a 4-lane facility.
2020	75530	8798	1.28	F	All scenarios assume a 4-lane facility.

Traffic Data

Peak Period Direct Split: 57%

% Traffic Growth Per Year: 3%

Land-Use Data

Land Use Zone: Commercial/Residential

Terrain: Rolling

Future-20vr. Land Use: Commercial/Residential

Accident Data

Total Accident Rate: 124%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 151%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	2.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	2.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Placer County APCD (DeWitt Center)
11464 "B" Ave.
Auburn, CA 95603-2603
(530) 889-7130

RTPA/ MPO: Sacramento Area Council of Governments
3000 S St., Suite 300
Sacramento, CA 95816
(916) 457-2264

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	**Route:**	49	**PM Ahead**	0.000
PKm Back	23.295	**Segment Number:**	7	**PM Back**	14.475
Distance [km]:	23.295	**County:**	Nevada	**Distance [mi]:**	14.475

FROM THE PLACERR/NEVADA COUNTY LINE TO THE JUNCTION OF SR 20 SOUTH OF GRASS VALLEY

Concept Summary

Present Facility:

2-lane conventional highway first 13.2 miles; 4-lane divided freeway last 1.2 miles.

Concept Facility:

5-lane conventional highway to existing freeway.

Ultimate Facility:

5-lane conventional highway to existing freeway.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	D

County General Plan:	Nevada
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

Transportation Concept Improvements

Widen to 4 lanes with a continuous left turn lane between the Placer/Nevada County line and existing freeway in Grass Valley.

Ultimately, consideration should be given to the implementation of public transit options to relieve present and future congestion along this rapidly-growing traffic corridor.

Description - Rationale - General Comments

This segment of SR 49 begins at the Placer/Nevada County line and continues north to its junction with SR 20, in Grass Valley. This segment is the major roadway connecting Grass Valley and Nevada City with I-80 in Auburn to the south. It is the lifeline for much of Nevada County's freight and lumber traffic and also provides access to recreational attractions.

This segment of SR 49 has become increasingly congested despite having several passing lanes. The City of Grass Valley would like to extend the existing freeway south about one mile

and construct a new interchange at Crestview Drive. In addition, Nevada County and Caltrans are committed to widening the remainder of the segment to a five-lane conventional highway. The section from the Placer/Nevada County line to Combie Road is funded through construction, which is expected to begin in 2002. The section between Combie Road and the existing freeway just south of SR 20 received funding in the 1998 STIP Augmentation and should receive more funding in subsequent STIP cycles, and is anticipated to be completed within the next ten years.

To improve circulation in the region, a SR 49 bypass is being considered. The Nevada County Transportation Commission, Placer County Transportation Planning Agency and Caltrans are currently sponsoring a State Route 49 Corridor Study to analyze the feasibility of various alignments.

A Class II Bike Lane is proposed for the portion of SR 49 between Lime Kiln Road and McKnight Way and is considered a priority route; however, shoulders along this stretch are inadequate. Therefore, when any type of work is done in this section, the shoulders should be widened according to Caltrans bikeway design standards.

* The Nevada County General Plan indicates level of service standards of LOS C in rural regions of the county, and LOS D in the community regions of the county.

Land Use

The beginnning of this segment consists of some light industrial land uses along with some agriculture and rural development. A lot of land along this segment has been left in its natural state and provides wildlife habitat, watershed protection, and recreational opportunities. The segment ends at the southern end of Grass Valley, with commercial land use typical of an urbanized setting.

Modal Options

Gold Country Stage (GCS) - operates a fixed route system between Nevada City, Grass Valley, Lake of the Pines residential development, and Auburn in Placer County.

Dial-A-Ride - is a demand-based service serving elderly, handicapped and disabled riders.

Gold Country Telecare (GCT) - transports elderly, handicapped and disabled riders to shoppping and medical appointments using full-sized vans, mini vans, and station wagons.

Park and Ride Lots - at Streeter Rd. with 34 spaces, and Lime Kiln Rd. with 47 spaces (currently less, due to constr. nearby).

Bike Lanes - A Class II Bike Lane is proposed along this entire segment of roadway.

Amtrak - provides Thruway Bus service connecting Nevada City, Grass Valley, Lake of the Pines, and Auburn with the San Joaquin train in Sacramento, which goes to Emeryville and Bakersfield, and with the Capitol Corridor rail service between Auburn and San Jose.

Future Right of Way

Should protect right-of-way for eventual widening of this segment.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Freeway/Expressway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.66
Avg. Shoulder Width:	2.44
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1998 1998 SHOPP (Funding document)	S. of Wolf/Combie Rd. to Idaho-Maryland Rd. (PM 2.2/14.5) - Rehabilitate roadway. Program year: 1998/99.
2000 2000 10-Yr. SHOPP (Planning document)	Spot improvements south of Grass Valley, PM 2.2/13.1. Program year: 2002.
2000 2000 10-Yr. SHOPP (Planning document)	Lime Kiln Rd. to Pekolee (PM 7.1/8.0) widen to 40'. Program year: 2002.
2000 2000 RTP (Nevada Co.)	--Crestview Drive - Construct intersection/interchange. --McKnight Way - Construct dual roundabout; striping. --Lime Kiln Rd. - Signalize.

Projects Programmed (RTIP/ STIP/SHOPP)

1998 1998 STIP	Nevada/Placer County line to Wolf/Combie Rd. - widen to 4 lanes with continuous left turn lane. Fully funded. Begin construction in 2002.
1998 1998 STIP Augmentation	Wolf/Combie Road to beginning of freeway south of Grass Valley - $705,000 for PA/ED for widening roadway to five lanes.

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	26050	1719	0.68	E	All scenarios assume a two-lane facility.
2010	31300	2066	0.82	E	All scenarios assume a two-lane facility.
2020	36550	2412	0.96	F	All scenarios assume a two-lane facility.

Traffic Data

Peak Period Direct Split: 53%

% Traffic Growth Per Year: 1%

Land-Use Data

Land Use Zone: Rural/Agriculture

Terrain: Rolling

Future-20vr. Land Use: Rural/Light Industrial

Accident Data

Total Accident Rate: 74%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 70%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	3.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	2.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Northern Sierra AQMD
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

RTPA/ MPO: Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
(530) 265-3202

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	24.240	**Route:**	49	**PM Ahead**	15.062
PKm Back	52.524	**Segment Number:**	8	**PM Back**	32.637
Distance [km]:	28.284	**County:**	Nevada	**Distance [mi]:**	17.575

FROM THE JUNCTION OF SR 20 IN NEVADA CITY TO
THE NEVADA/YUBA COUNTY LINE

Concept Summary

Present Facility:

2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

2-lane conventional highway.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	F
20 yr. Concept LOS:	F

County General Plan:	Nevada
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Nevada City -Unincorporated - Refer to county general plan for LOS standard		

Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen shoulders, install additional passing lanes and turn pockets, and improve curves where possible.

Description - Rationale - General Comments

This segment of SR 49 begins in Nevada City where it separates with SR 20 and continues in a northerly direction to the Nevada/Yuba County line. Although the roadway between SR 20 in Grass Valley to the south and SR 20 in Nevada City is signed as a shared SR 49/20 route, it is actually SR 20 and is discussed in the SR 20 TCR.

State Route 49 in this segment has two lanes, and several passing lanes, that wind along medium grades. The roadway goes through the Tahoe National Forest. In the town of North San

Juan, historic buildings are constructed immediately adjacent to the road, limiting widening possibilities.

* The Nevada County General Plan indicates level of service standards of LOS C in rural regions of the county, and LOS D in the community regions of the county.

Land Use

This segment travels through tree-covered hills and river canyons in the Tahoe National Forest, which have greatly afffected road locations. At the beginning of the segment are some government offices but this quickly gives way to forested land, some rural residential land use, and open space.

Modal Options

Gold Country Stage (GCS) - operates a fixed route system between Nevada City and Grass Valley.

Dial-A-Ride - is a demand-based service serving elderly, handicapped and disabled riders.

Gold Country Telecare (GCT) - transports elderly, handicapped and disabled riders to shoppping and medical appointments using full-sized vans, mini vans, and station wagons.

Bike Lanes - A Class II Bike Lane is proposed along this entire segment of roadway.

Amtrak - provides Thruway Bus service connecting Nevada City, Grass Valley, Lake of the Pines, and Auburn with the San Joaquin train in Sacramento, which goes to Emeryville and Bakersfield, and with the Capitol Corridor rail service between Auburn and San Jose.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.66
Avg. Shoulder Width:	1.22
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

2000 2000 10-Yr. SHOPP (Planning document)	Rehabilitate structure (N. Sidehill viaduct; PM 21.98). Program year: 2000.
2000 2000 10-Yr. SHOPP (Planning document)	Widen to 32', left turn lane at Coyote and eliminate Coyote off-ramp (PM 15.1/15.6). Program year: 2002.
2000 2000 RTP (Nevada Co.)	Signal, intersection improvements at Uren/SR 20 and SR 49.
2000 2000 RTP (Nevada Co.)	at No. Bloomfield Road, add a traffic signal.

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	10593	1124	0.56	E	
2010	14058	1491	1.03	F	
2020	17523	1859	1.43	F	

Traffic Data

Peak Period Direct Split: 52%

% Traffic Growth Per Year: 3%

Land-Use Data

Land Use Zone: Forest/Rural Residential

Terrain: Rolling

Future-20vr. Land Use: Forest/Rural Residential

Accident Data

Total Accident Rate: 131%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 141%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	7.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	4.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Northern Sierra AQMD
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

RTPA/ MPO: Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
(530) 265-3202

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	**Route:**	49	**PM Ahead**	0.000
PKm Back	15.083	**Segment Number:**	9	**PM Back**	9.372
Distance [km]:	15.083	**County:**	Yuba	**Distance [mi]:**	9.372

FROM THE NEVADA/YUBA COUNTY LINE TO
THE YUBA/SIERRA COUNTY LINE

Concept Summary

Present Facility:

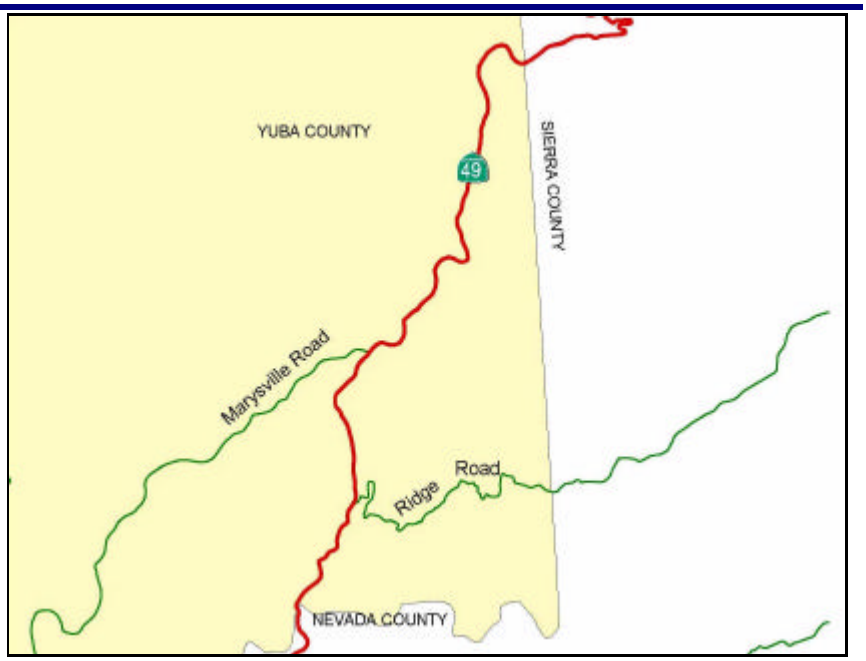
2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

2-lane conventional highway.



Level of Service (LOS)

Present LOS:	D
20 yr. LOS - No Build:	E
20 yr. Concept LOS:	D

County General Plan:	Yuba
General Plan Year:	
General Plan LOS Standard:	

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen shoulders, install passing areas and turn outs, and improve curves where possible.

Construct passing lanes/turnouts between Ridge Road and Marysville Road (PM 1.6/3.6).

Description - Rationale - General Comments

This segment of SR 49 goes through the eastern-most portion of Yuba County and part of Tahoe National Forest, and offers spectacular views of Celestial Valley. The roadway is a two-lane conventional highway with narrow shoulders and several unimproved turnouts. It follows a twisting mountain alignment and would be difficult to widen. Nonetheless, a straight portion of the roadway between Ridge Road and Marysville Road (PM 1.6/3.6) could be a location for a northbound passing lane.

Land Use

This segment travels through Tahoe National Forest. There is no development along this segment.

Modal Options

None.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.66
Avg. Shoulder Width:	0.61
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

NO PROJECTS PLANNED

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	1820	239	0.29	D	
2010	2170	285	0.36	D	
2020	2520	331	4.41	E	

Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 2%

Land-Use Data

Land Use Zone: Forest

Terrain: Mountainous

Future-20yr. Land Use: Forest

Accident Data

Total Accident Rate: 53%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 52%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	16.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	10.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Feather River AQMD
938 14th Street
Marysville, CA 95901
(530) 634-7659

RTPA/ MPO: Sacramento Area Council of Governments
3000 S St., Suite 300
Sacramento, CA 95816
(916) 457-2264

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Sacramento Valley

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Transitional (pending reinstated 1-hr. std.)

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	0.000	**Route:**	49	**PM Ahead**	0.000
PKm Back	76.363	**Segment Number:**	10	**PM Back**	47.450
Distance [km]:	76.363	**County:**	Sierra	**Distance [mi]:**	47.450

FROM THE SIERRA/YUBA COUNTY LINE TO SR 89 NEAR SATTLEY

Concept Summary

Present Facility:

2-lane undivided conventional highway.

Concept Facility:

2-lane undivided conventional highway.

Ultimate Facility:

2-lane undivided conventional highway.

Level of Service (LOS)

Present LOS:	E
20 yr. LOS - No Build:	E
20 yr. Concept LOS:	D

County General Plan:	Sierra
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Goodyears Bar		
-Unincorporated - Refer to county general plan for LOS standard		
Sierra City		
-Unincorporated - Refer to county general plan for LOS standard		
Downieville		
-Unincorporated - Refer to county general plan for LOS standard		

Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen shoulders, construct passing lanes and turn pockets, and improve curves where feasible.

Description - Rationale - General Comments

This segment of SR 49 begins at the Yuba/Sierra County line and follows the North Fork of the Yuba River in an east-west direction. The roadway twists through Tahoe National Forest, traveling through Goodyears Bar, Downieville, and Sierra City and then over theYuba Pass (PM 41.186) at elevation 6,701 feet before connecting with SR 89 west of Sattley. Although SR 49

shares an alignment with SR 89 between Sattley and Sierraville, a distance of approximately five miles, that portion is actually SR 89 and is discussed in the SR 89 TCR.

The roadway is a curvy, two-lane conventional highway with steep grades. It is quite narrow in some spots, with ten and eleven-foot lane width stretches scattered throughout. The roadway goes through the small communities of Downieville and Sierra City, where houses and commercial businesses are built immediately next to the road, making widening difficult if not impossible. In addition, the bridge in Downieville, which crosses the Yuba River, is only one lane wide. The roadway has little to no shoulders throughout, but has unimproved turnouts and passing lanes at various locations along the segment. The majority of this segment (from the Yuba/Sierra County line to Yuba Pass) is a State-designated Scenic Highway. There is a vista point just east of Yuba Pass at post mile 45.3 that provides an overlook of the Sierra Valley and surrounding mountains. The view extends from 10 miles to the southeast to 20 miles to the northeast, and on a clear day, Mount Lassen is visible 80 miles to the northwest. The vista point provides a dramatic eastern terminus to the scenic highway section of SR 49.

This segment of SR 49 is used extensively for recreational vehicle traffic and logging trucks. In addition, the highway is adjacent to numerous campgrounds and runs along the river, where motorists choose to pull over for fishing, hiking, and swimming. Often the only access from site to site is along the non-existent shoulder, which is extremely dangerous. The highway is also used by runners and bicyclists. For safety purposes, an off-highway pedestrian/recreation path should be considered, perhaps in partnership with private property owners and the U.S. Forest Service.

Many communities in Sierra County depend on SR 49 as their primary connection to the freeway system and urban areas. This segment of roadway carries a significant amount of commuter traffic into the Sacramento metropolitan area via I-80 in Auburn. In addition, SR 49 is the lifeline for much of Sierra County's freight and timber traffic and provides access to recreational attractions. Severe weather conditions at the higher elevations have a large impact on the roadway and the mobility of the county's population. Snow is removed from this segment for year round circulation.

Land Use

For approximately the first five miles of this segment there are several campgrounds adjacent to the road, which offer convenient access to the North Fork of the Yuba River. Residential growth is expected to occur in Sattley, which is located in the relatively flat Sierra Valley area of the County. This growth is likely to impact this segment of SR 49.

Modal Options

Scheduled, fixed-route bus service for the general public is not available within the County.

Golden Rays of Sierra County, Inc. - in Downieville contracts for the use of a 9-passenger, non-wheelchair equipped van to provide on-call transportation to riders 55 years or older and the handicapped in the western portion of Sierra County. The general public may ride as space permits.

Private Automobile Program - provides rides to the elderly and handicapped in the private automobiles of citizens who have volunteered to provide the service.

Both of these services operate under guidelines established by the Area 4 Agency on Aging and the Older Americans Act.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Officially Designated**
Lifeline Route:	**Non Life Line**
IRRS:	**IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.35
Avg. Shoulder Width:	0.61
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1999 1999 RTP (Sierra Co.)	Add passing lanes and widen shoulders between the Yuba Co. line and Sierra City.
2000 2000 10-Yr. SHOPP (Planning document)	Seismic work on structures at PMs 3.72, 12.24, 16.75. Program year: 2004.

Projects Programmed (RTIP/ STIP/SHOPP)

1998 1998 STIP	Relocate Goodyears Bar Bridge (PM 12.3). $80,000. Fully funded.

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	1144	177	0.3	E	
2010	1364	211	0.35	E	
2020	1584	245	0.41	E	

Traffic Data

Peak Period Direct Split: 60%

% Traffic Growth Per Year: 2%

Land-Use Data

Land Use Zone: Forest/Low-density Residential

Terrain: Mountainous

Future-20vr. Land Use: Forest/Low-density Residential

Accident Data

Total Accident Rate: 66%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 74%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	34.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	23.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Northern Sierra AQMD
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

RTPA/ MPO: Sierra Local Transportation Commission
PO Box 98
Downieville, CA 95936
(530) 289-0112

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

District 3 - Transportation Concept Report Fact Sheet

PKm Ahead	76.363	**Route:**	49	**PM Ahead**	47.450
PKm Back	.03.074	**Segment Number:**	11	**PM Back**	64.047
Distance [km]:	26.710	**County:**	Sierra	**Distance [mi]:**	16.597

FROM THE JUNCTION OF SR 89 NEAR SIERRAVILLE TO
THE SIERRA / PLUMAS COUNTY LINE

Concept Summary

Present Facility:

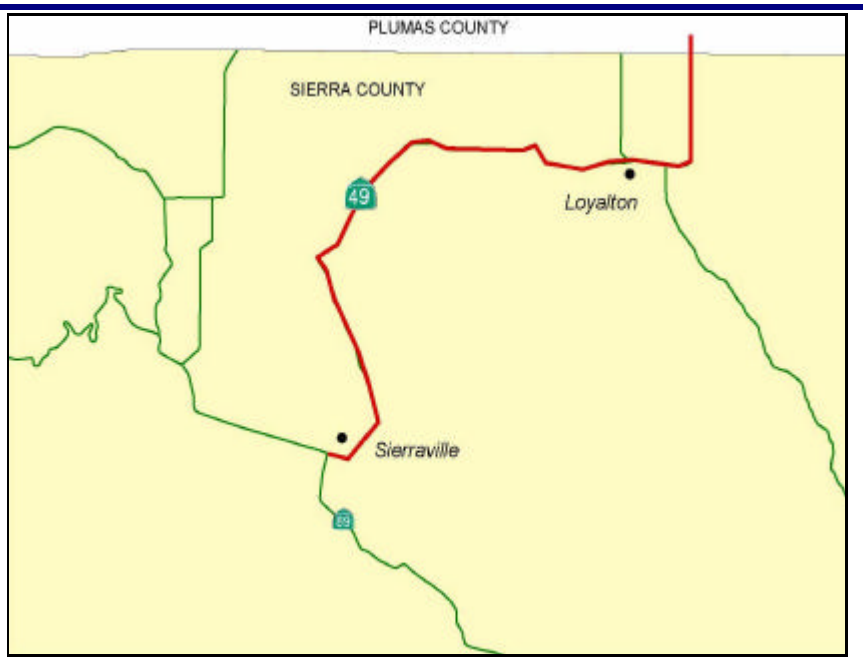
2-lane conventional highway.

Concept Facility:

2-lane conventional highway.

Ultimate Facility:

2-lane conventional highway.



Level of Service (LOS)

Present LOS:	A
20 yr. LOS - No Build:	B
20 yr. Concept LOS:	D

County General Plan:	Sierra
General Plan Year:	96
General Plan LOS Standard:	E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

Transportation Concept Improvements

Safety and operational improvements along with normal maintenance and rehabilitation will occur as needed.

Widen to 40-foot standard.

Construct passing lanes.

Description - Rationale - General Comments

This segment of SR 49 begins at the junction of SR 89 near Sierraville and runs in a northeasterly direction through Loyalton to the Sierra/Plumas County line. The road is a narrow, two-lane conventional highway. The roadway has little to no shoulders throughout, but has unimproved turnouts and passing lanes at various locations along the segment.

Many communities in Sierra County depend on SR 49 as their primary connection to the freeway

system and urban areas. In addition, this segment of SR 49 is the lifeline for much of Sierra County's freight and timber traffic and provides access to recreational attractions. Severe weather conditions at the higher elevations have a large impact on the roadway and the mobility of the county's population. Snow is removed from this segment for year-round circulation.

Land Use

Current land uses are cattle grazing and low-density residential ranches. Residential and industrial/employment growth is expected to occur in Sierraville and Loyalton, located in the relatively flat Sierra Valley area of the County. The growth is likely to impact this segment of SR 49.

Modal Options

Scheduled, fixed-route bus service for the general public is not available within the County.

Incorporated Senior Citizens of Sierra County - in Loyalton contracts for the use of a 9-passenger, non-wheelchair equipped van to provide on-call transportation to riders 55 years or older and the handicapped in the eastern portion of Sierra County. The general public may ride as space permits.

Private Automobile Program - provides rides to the elderly and handicapped in the private automobiles of citizens who have volunteered to provide the service.

Both of these services operate under guidelines established by the Area 4 Agency on Aging and the Older Americans Act.

Future Right of Way

None.

Functional Classification Information

Functional Classification:	**Minor Arterial**
NHS:	**Non NHS**
Freeway/Expressway:	**Non Freeway/Expressway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Life Line**
IRRS:	**Non IRRS**

Highway Log Right of Way Information

Units: Meters

Avg. Median Width:	0.00
Avg. Lane Width:	3.35
Avg. Shoulder Width:	2.44
Number of Lanes:	2

General Comments:

Projects Planned (Non-funded: 10 yr SHOPP/ RTPA/MPO)

1999 1999 RTP (Sierra Co.)	Construct passing lanes and widen shoulders throughout the segment.
1999 1999 RTP (Sierra Co.)	Construct left-turn pocket at Garbage Pit Road (near Loyalton).

Projects Programmed (RTIP/ STIP/SHOPP)

NO PROJECTS PROGRAMMED

Traffic Analysis

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2000	1890	194	0.13	A	
2010	2590	266	0.18	B	
2020	3290	338	0.22	B	

Traffic Data

Peak Period Direct Split: 55%

% Traffic Growth Per Year: 3%

Land-Use Data

Land Use Zone: Grazing/Low-density Residential

Terrain: Flat

Future-20yr. Land Use: Grazing/Low-density Residential

Accident Data

Total Accident Rate: 80%

Compares the actual segment accident rate with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Fatalities plus Injury Accident Rate: 58%

Compares the actual fatality and injury rates with the Statewide average rate on facilities of this type. Note: 100% equals the Statewide average.

Truck Volumes

AADT Truck Volumes

Truck Type	% Trucks AADT	Truck Volumes
All Types	18.00%	
3 Axle		
4 Axle		
5 Axle		

Peak Period Volumes

Truck Type	% Trucks Peak Period	Truck Volumes
All Types	12.00%	
3 Axle		
4 Axle		
5 Axle		

* Does not include 2-axle trucks

Local Planning Jurisdictions

Air Quality District: Northern Sierra AQMD
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

RTPA/ MPO: Sierra Local Transportation Commission
PO Box 98
Downieville, CA 95936
(530) 289-0112

Air Quality

The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.

Air Basin Mountain Counties

Federal Air Quality Non-Attainment Designations:

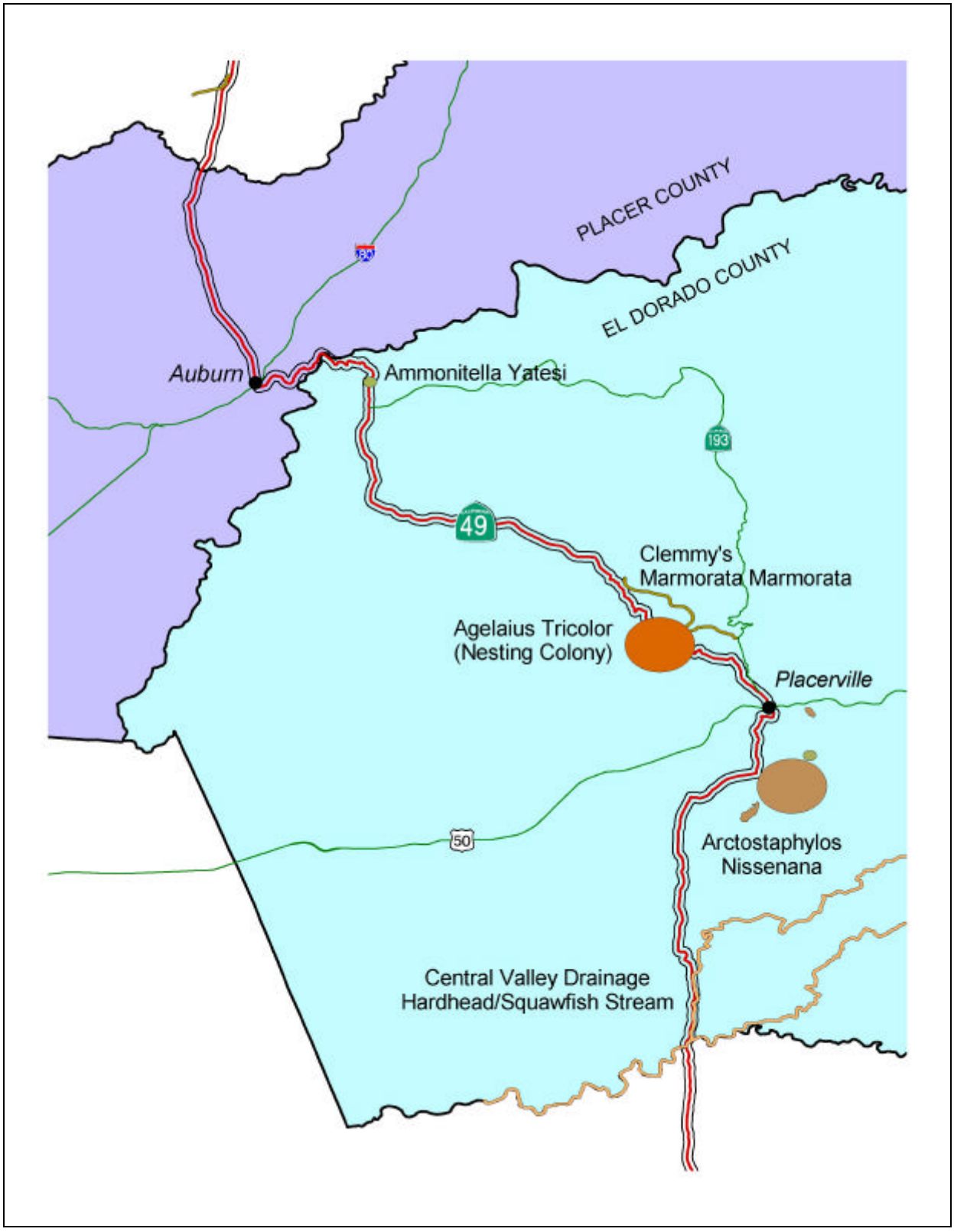
CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

California Natural Diversities Database

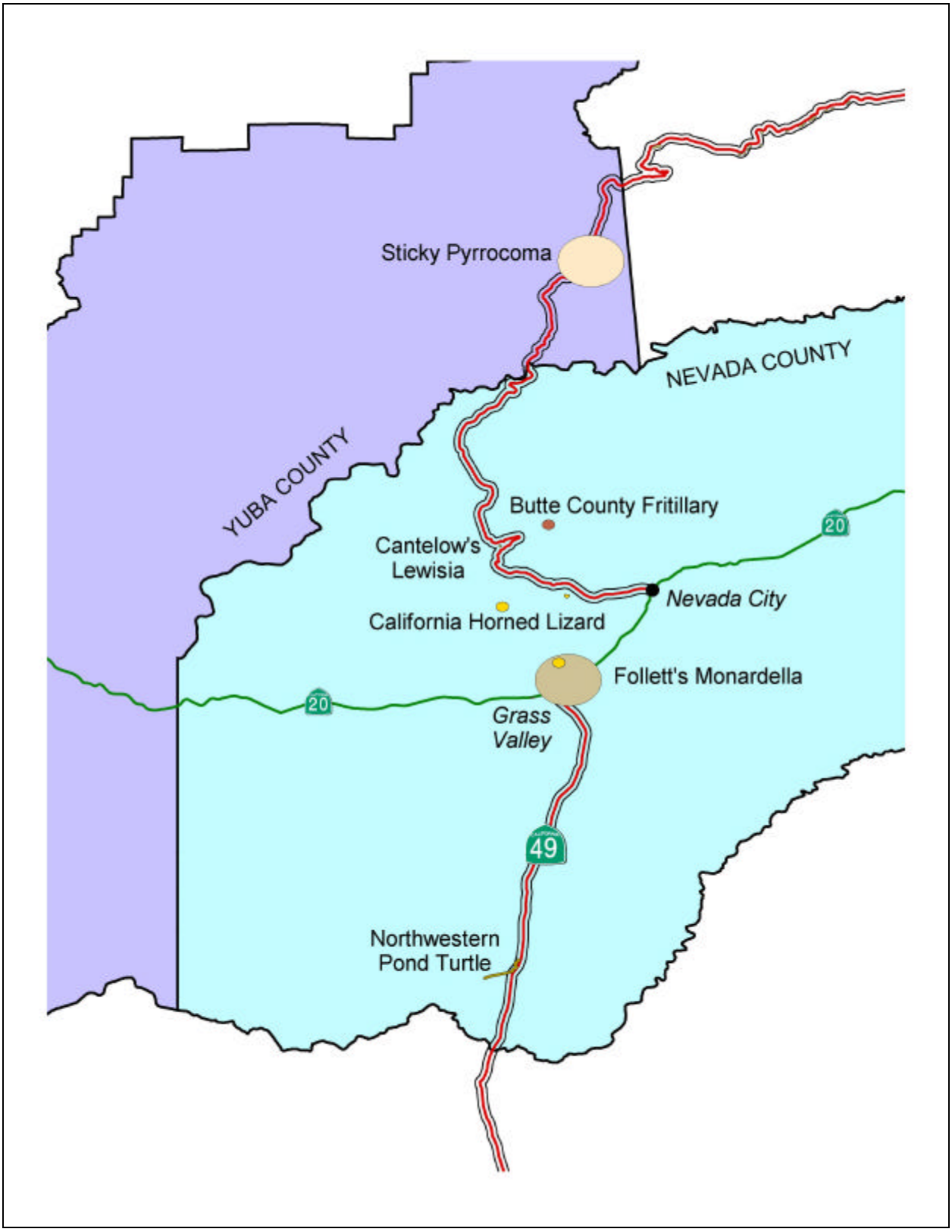
The California Natural Diversities Database (CNDDB) is an application created to allow for the ability to do an environmental assessment. The CNDDB was used in this report in order to depict environmental resources that exist along State Route 49. Known environmental resources are displayed on the following maps and can be evaluated for potential impacts that may affect future projects. This provides an initial assessment of environmental issues and concerns that will need to be addressed during project planning and development. Additionally, this information can be used to evaluate the feasibility of a project and for examining alternatives. These are biological resources that may be threatened or endangered. Feasibility of a project probably would only be an issue when there would be a direct impact to a Federal or State endangered species. It can also provide a preliminary estimate of time and staff resources that may be needed to comply with environmental assessment and documentation.

The following pages depict the portion of SR 49 that runs through El Dorado, Placer, Nevada, Yuba and Sierra Counties within District 3. These maps identify the status of habitats and species found within a 600-meter wide corridor of SR 49. This information does not represent all possible environmental constraints that may exist. If a project were determined to exist within this corridor an environmental assessment (i.e., EIR, EIS or Initial Study, etc.) would be required.

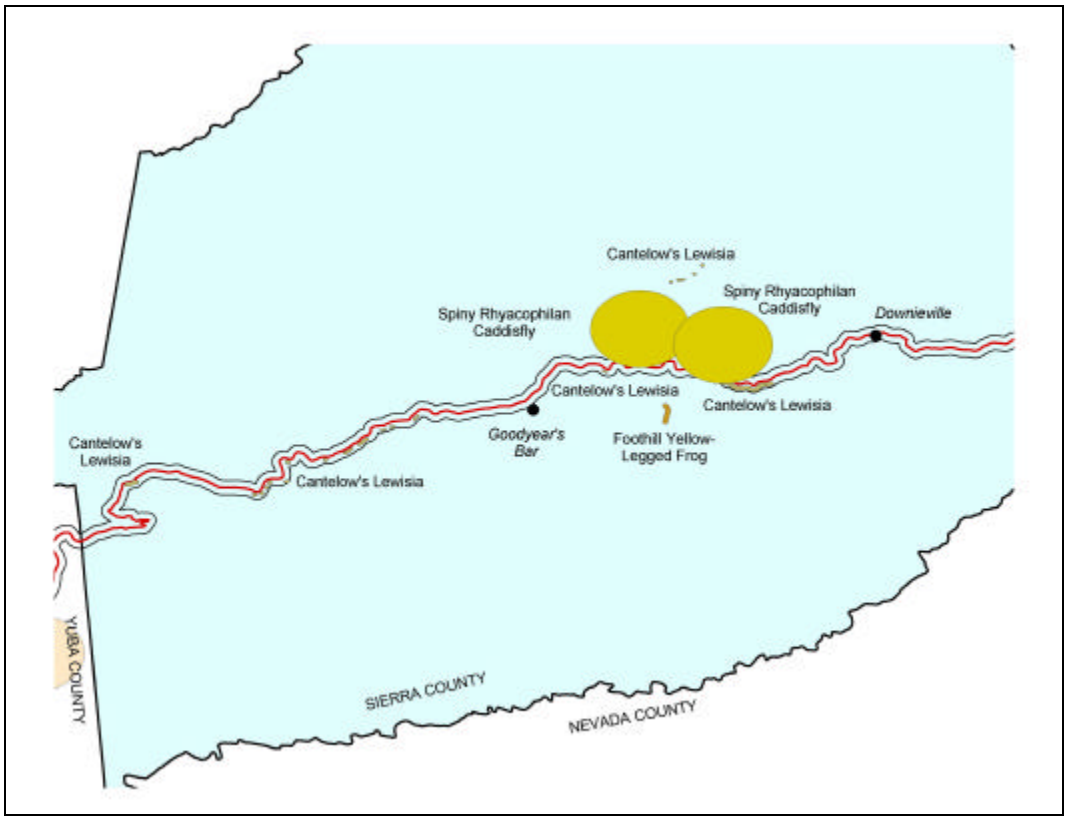
El Dorado and Placer Counties



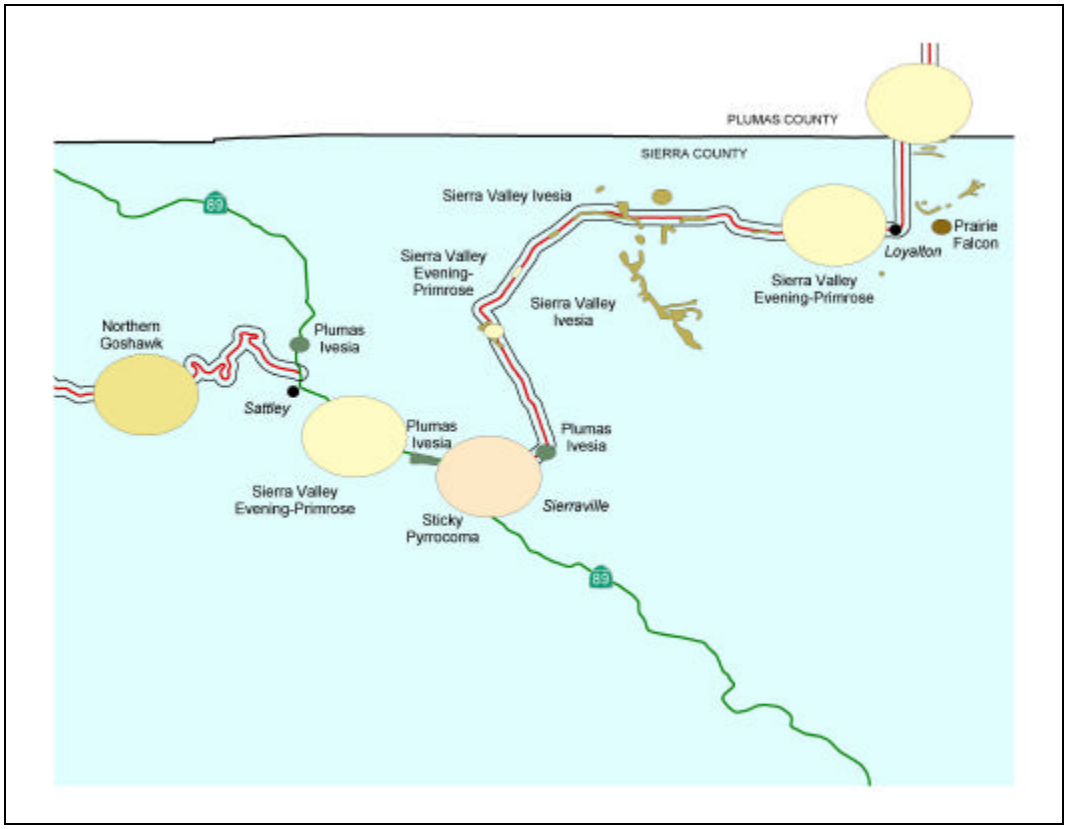
Nevada and Yuba Counties



Western Sierra County



Eastern Sierra County



GLOSSARY
OF
ABBREVIATION & TERMS

AADT: (Average Annual Daily Traffic) denotes that the daily traffic is averaged over one calendar year.

ADT: (Average Daily Traffic) is the average number of vehicles passing a specified point during a 24-hour period.

AIR QUALITY NON-ATTAINMENT: identifies non-attainment status for CO, Ozone and PM10 within the subject air basin.

AQMD: (Air Quality Management District) is a regional agency, which adopts and enforces regulations to achieve and maintain state and federal air quality standards.

BCAG: (Butte County Association of Government) is the designated Regional Transportation Planning Agency that prepares, adopts and submits a Regional Transportation Program to the California Transportation Commission.

BPM: (Beginning Post Mile) the starting point of each segment as defined by the highway post mile markers. (See EPM)

CAPACITY ENHANCEMENTS: are new facilities projects and operational improvements, which add through lanes.

CBD: (Central Business District) is the downtown core area of a city, generally an area of high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and service businesses.

CEQA: (Califomia Environmental Quality Act) is a statute that requires all jurisdictions in the State of California to evaluate the extent of environmental degradation posed by proposed development or project. A 1970 law, which requires those state agencies, regulate planning and development activity, with major consideration for environmental protection. The basic purposes of CEQA are to:

a. Inform governmental decision-makers and the public about the potential significant environmental effects of a proposed planning or development activity,
b. Identify ways environmental damage can be avoided or significantly reduced (mitigation),
c. Prevent significant, avoidable environmental damage by requiring changes in projects through the use of alternative measures when those measures are feasible, and,

d. (Overriding consideration) Disclose to the public the reasons why a governmental agency approved a project in the manner the agency chose if significant environmental effects are involved.

CEQA REVIEW: is the review of environmental and other documents pursuant to CEQA Statutes & Guidelines.

CIP: (Capital Improvement Program) is a seven year program of projects to maintain or improve the traffic level of service and transit performance standards developed and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation related vehicle emissions air quality mitigation measures.

CMA: (Congestion Management Agency) is the agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation .

CMS: (Congestion Management System) is required by ISTEA to be implemented by states to improve transportation planning.

CMP: (Congestion Management Program) is an integrated approach to programming transportation improvements. This approach requires detailed consideration of the complex relationships among transportation, land use and air quality.

CO: (Carbon Monoxide) is an odorless, poisonous, flammable gas that is produced when carbon burns with insufficient oxygen.

COG: (Council of Govemments) is a voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

CONCEPT: is a strategy for future improvements that will reduce congestion or maintain the existing level of service on a specific route.

CONCEPT FACILITY: is a highway facility type and characteristics considered viable with or without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.

CONCEPT LOS: is the highest and best level of service that can be attained by the end of the 20 year planning period based on the Concept Facility. The urban standard is "E" and the rural standard is "D".

CONGESTION: is defined by Caltrans as, reduced speeds of less than 35 mile per hour for longer than 15 minutes.

CTC: (Califomia Transportation Commission) is a body established by Assembly Bill 402 (AB 402) and appointed by the Governor to advise and assist the Secretary of the Business, Transportation and Housing Agency and the

Legislature in formulating and evaluating state policies and plans for transportation.

D/C: (Demand Capacity Ratio) is the relationship between the demand for vehicle trips on a facility, versus the number of vehicle trips that can be accommodated on that facility.

DSMP: (District System Management Plan) is a part of the system planning process. A district's long range plan for management of transportation systems in its jurisdiction.

EPM: (Ending Postmile) the ending point of each segment as defined by the highway post mile markers. (See BPM)

FREEWAY CAPACITY: is the maximum sustained 15 minute rate of flow that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in a specified direction.

FTIP: (Federal Transportation Improvement Program) also referred to as the TIP. This is a short-range action plan to the long range RTP. It identifies specifically what projects will be funded within the next 3 - 7 years.

FUNCTIONAL CLASSIFICATION: Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, i.e., Principal Arterials, Minor Arterial Roads, Collector Roads, Local Roads.

HCM: (Highway Capacity Manual) revised in 1994 by the Transportation Research Board of the National Research Council, the HCM presents various methodologies for analyzing the operation (see Level of Service) of transportation systems as freeways, arterial, transit, and pedestrian facilities.

HSR: (High Speed Rail) are trains that operate at 125 MPH or above.

HOT: (High Occupancy Toll) are new HOV lanes that allow single occupant vehicles access for a fee.

HOV: (High Occupancy Vehicle) are a lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

IRRS: (Interregional Road System) is a series of Interregional state highway routes, outside the urbanized areas, that provide access to, and links between, the state's economic centers, major recreational areas, and urban and rural regions.

ISTEA: (Intermodal Surface Transportation Efficiency Act) Federal legislation and funding Program adopted in 1991. It provides increased funding and program flexibility for multimodal transportation programs. Update: ISTEA expired on September 30, 1997. In December 1997, Congress passed and the President signed a six-month extension of the law, holding funding to current levels and keeping program structure and formulas intact. This extension expired on March 31, 1998, with an obligation deadline of May 1, 1998. On June 9, 1998,

the President signed into law PL 105 178, the Transportation Equity Act for the 215 Century (TEA 21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA 21 builds on the initiatives established in the 1991 ISTEA.

ITSP: (Interregional Transportation Strategic Plan) describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It also identifies how Caltrans will work with regional agencies to consult and seek consensus on the relative priority of improvements. The plan is evaluated in terms of its progress in carrying out its objectives, strategies and actions and updated accordingly on a biennial basis.

LOCAL AND REGIONAL LOS STANDARDS: identifies the level of service standards set by local and regional jurisdictions in general plans and congestion management programs.

LOS: (Level of Service) is a qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS A represents free flow, LOS F represents gridlock.

MODEL, MODE CHOICE: is a model used to forecast the proportion of total person trips on each of the available transportation modes.

MPO: (Metropolitan Planning Organization) according to U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for the transportation planning in an urbanized area. It serves as the forum for cooperative decision making by principal elected officials of general local government.

MTA: Metropolitan Transportation Authority (Metro Bus Lines) is a network of subways, busses, and railroads providing alternate transportation services to travelers.

NTN: (National Truck Network)

MTP: (Metropolitan Transportation Plan)

MULTI MODAL: Pertaining to more than one mode of travel

NATURAL DIVERSITY INFORMATION: identifies special status of habitats and species found within 300 meters of centerline of the existing highway facility.

NHS: (National Highway System) consist of 155,00 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all Interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

OZONE: (O_3) a form of oxygen with a peculiar odor suggesting that of weak chlorine, produced when an electrical spark is passed through air or oxygen.

PEAK: (Peak Period, Rush Hours): is defined as follows:

- The period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak.
- The period during which the demand for transportation service is the heaviest. (AM Peak period represents 6:30 a.m. to 8:30 a.m. and PM Peak period represents 3:00 p.m. to 6:00 p.m.)

PM: (Post Mile) is the mileage measured in statute miles from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PM10: is particulate matter with a diameter of 10 microns or less.

PM2.5: is particulate matter with a diameter of 2.5 microns or less.

PKm: (Post Kilometer) is the mileage measured in kilometers from a county line or the beginning of a route to another county line or the ending of the route. Each post mile along a route in a county is a unique location on the State Highway System.

PSR: (Project Study Report) is the pre-programming document required before a project may be included in the STIP.

RIP: Regional Implementation Plan

RTIP: (Regional Transportation Improvement Program) is a list of proposed transportation projects submitted to the CTC by the regional transportation planning agency, as a request for state funding through the FCR and Urban and Commuter Rail Programs. The individual projects are first proposed by local jurisdictions (CMAs in urbanized counties), then evaluated and prioritized by the RTPA for submission to the CTC. The RT1P has a seven-year planning horizon, and is updated every two years.

RTP: (Regional Transportation Plan) is a comprehensive 20 year plan for the region, updated every two years by the regional transportation planning agency. The RTP includes goals, objectives, and policies, and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) is the agency responsible for the preparation of RTPs and RTIPs and designated by the State Business Transportation and Housing Agency to allocate transit funds. RTPAs can be local transportation cornmissions, COGs, MPOs or statutorily created agencies.

RURAL: Used to describe areas lying outside the U. S. Census urban area boundary, less than 2,500 population (less than 5,000 population for Federal-Aid highway purposes).

SACOG: (Sacramento Area Council of Governments) is the Regional Planning Agency for the Sacramento Region, and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo and Yuba counties.

SHOPP: (State Highway Operation and Protection Program) is a four-year program limited to projects related to State highway safety and rehabilitation.

SIP: State Implementation Plan

SR: (State Route) are highways within the state, which are distinctively designed to serve intrastate and interstate travel.

SRTD: (Sacramento Regional Transit District)

SRTP: (Short Range Transit Program) is a five year comprehensive plan required by the Federal Transit Administration for all transit operators receiving federal funds. The plans establish the operator's goals, policies, and objectives, analyze current and past performance, and describe short-terrn operational and capital improvement plans.

STIP: (State Transportation Improvement Program) is a list of transportation projects, proposed in RTIP and the PSTIP, which are approved for funding by the CTC. The STIP has two main funding components: the RIP and the IIP. Currently, after SB 45 the STIP was changed form a 7 year action plan to an interim 6 year plan. At the year 2000 and thereafter, the STIP will be a 4 year plan with updates every two years.

STRAHNET: (Strategic Highway Corridor Network)

TASAS: (Traffic Accident Surveillance and Analysis System) is a system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps or intersections in the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes and combinations of the above.

TCR: (Transportation Concept Report) is a Route Concept Report (RCR) that analyzes a transportation corridor service area, establishes a twenty-year transportation planning concept and identifies modal transportation options and applications needed to achieve the twenty year concepts.

TOT/MVM: (Total Accidents Per Million Vehicle Miles)

TRAFFIC CONDITIONS: are any characteristics of the traffic stream that may affect capacity or operations, including the percentage composition of the traffic stream by vehicle type and driver characteristics (such as the differences between weekday commuters and recreational drivers).

TRAFFIC FORECAST: Is a best estimate of the future conditions, demand and resulting volumes. A forecast also identifies whether or not the subject segment of a route is designated as being part of a system. National Highway System (NHS), Interregional Highway System (IRRS), Freeway/Expressway System, Scenic Highway, National Truck Network, Terminal Access Route for the National Truck Network, Strategic Highway Network (STRAHNET), Highways of Regional Significance.

TSM: (Transportation System Management) is that part of the urban transportation Process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short term, low capital transportation improvements that generally cost less and can be implemented more quickly than system development actions.

URBAN: is that area lying inside the U. S. Census urbanized boundary.

UTPS: (Urban Transportation Planning System) is a tool for multimodal transportation planning developed by the Urban Mass Transportation Administration (now the Federal Transit Administration) and the Federal Highway Administration. It is used for both long and short-range Planning, particularly system analysis and covers both computerized and manual planning methods. UTPS consists of computer programs, attendant documentation, user guides and manuals that cover one or more of five analytical categories: highway network analysis, transit network analysis, demand estimation, data capture and manipulation, and sketch planning.

V/C: (Volume/Capacity) is defined, as V/C is a ratio of number of vehicles operating to capacity for a traffic facility.